



d. 3 to 5 April 1951: [redacted] were turned in to the repair shop; the first of these trucks had been observed at the installation with one officer and three EM on the preceding day. 25X1C

e. 8 to 14 April 1951: Fifty-four trucks [redacted] 25X1

25X1C

f. 16 to 21 April 1951: Forty-two trucks [redacted] 25X1

25X1C

g. 23 through 28 April 1951: Thirty-seven trucks [redacted] 25X1C

25X1

3. Deliveries made by the installation included: 15 trucks [redacted] on 17 March; 20 trucks [redacted] on 20 March; 25 trucks on 22 March, (the detail which picked up these trucks had arrived by truck [redacted]); 20 Ford trucks on 1 April, the loading detail had arrived by truck [redacted]; 80 trucks on 3 April, the detail which picked up these trucks had arrived by trucks [redacted]; 40 trucks on 5 April; these trucks were picked up by the same detail of soldiers which had picked up the trucks on 3 April; 80 trucks on 14 April, the detail which picked up these trucks arrived by closed trailer [redacted] on 8 April; on the same day, trucks [redacted] picked up spare parts and motors; 60 trucks on 20 April, the mechanics who prepared these trucks for delivery had arrived in closed trailers [redacted] on the same day, trucks [redacted] picked up motors and steering assemblies; 16 trucks on 23 April, the soldiers that picked up these trucks had arrived in closed trailers [redacted]; 10 Ford and 20 Chevrolet trucks on 26 April, the Chevrolet trucks [redacted] the soldiers who picked up these trucks had arrived in closed trail [redacted] 40 trucks [redacted] in a white circle on 27 April; these trucks and those shipped out on the day before were not provided with medical equipment and were built like personnel carriers. The trucks left the installation either by rail or by road. (2)

25X1  
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25X1C

4. During the period from 21 March through 5 April, 30 railroad carloads of boards and planks arrived at the installation. The normal consumption of wood was one carload every 10 days.

5. Ten workers of the mechanical department and 23 workers of the assembly shop were given notice effective 31 March 1951. Reasons for this measure were not stated. Notice was given to another group of 66 men effective 30 April 1951. The

SECRET/COMINT

25X1

dismissed workers were replaced by workers from Schoeneweide. In early May 1951, the repair shop had a total work force of about 430 men including 10 mechanics who had come as replacements from the affiliated plant in Schoeneweide. (3) In mid-April 1951 Captain Makarov, (fnu), was transferred to another unit. (u)

25X1A

[ ] Comments.

- (1) Confirms the large branch installation of the 53d Central Repair Shop of the GOFG in the area of the former broadcasting station south of Koenigswusterhausen. The March 1951 production target for this installation was set at 100 Ford, 20 Chevrolet and 20 tank trucks. [ ]

25X1

25X1C

a. Paragraph 2: 11th Gds Tank Div of the First Gds Mecz Army; 3d Gds AT Arty Brig of the Third Shock Army; headquarters units of the Third Shock Army; headquarters units of the First Gds Mecz Army; 9th Gds Tank Div of the Second Gds Mecz Army; GOFG; 9th Tank Div of the First Gds Mecz Army; 43d Gds Gun Arty Brig of the Eighth Gds Army; 6th Gds Tank Div of the Third Gds Mecz Army; 8th Gds Mecz Div of the First Gds Mecz Army; air force units.

b. Paragraph 3: 9th Gds Tank Div of the Second Gds Mecz Army; Mixed Arty Brig of the Second Gds Mecz Army; GOFG; 2d Gds AAA Div of the GOFG; 3d Gds AT Arty Brig of the Third Shock Army; air force units.

25X1A

- (3) It is believed that this statement refers to the Berlin-Oberschoeneweide branch installation of the 53d Central Repair Shop of the GOFG. [ ]
- (4) Makarov was mentioned in a former report as being control officer of the installation. [ ]

25X1A

SECRET/CONTROL [ ]

25X1